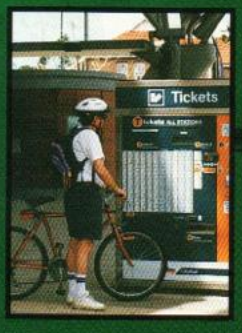
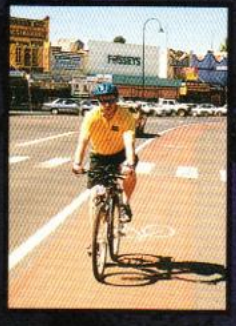
A New South Wales
Government initiative



Action for Bikes

BikePlan 2010

New South Wales



RTA
Roads and Traffic
Authority

Meeting the challenge

Community benefits of cycling

- Quick to start with door to door access in urban areas
- Health and fitness
- Non-polluting
- Cheap to operate and easy to park
- Causes no damage to roads
- Takes up less than a tenth of the space required by a car
- Relatively safe to operate, given the right conditions
- Requires relatively inexpensive facilities
- Quicker than other modes in congested conditions
- Quiet

TO HELP MAKE CYCLING a viable travel alternative, the NSW Government is committed to improving facilities for cyclists and making it safer to cycle. *Action for Bikes* is a four point plan describing the wide range of actions that could be taken to achieve these goals.

Cycling is a healthy, low cost, environmentally friendly form of transport. It offers a flexible and low-impact alternative to the use of private motor vehicles.

The New South Wales Government, through its comprehensive transport plan, Action for Transport 2010, *is committed to providing transport alternatives that:*

- *make it easier and more convenient for people to get to the places where they want to go*
- *reduce the rate at which the demand for car travel increases in the future, thereby helping to improve air quality.*

However, the New South Wales State Government is aware that, in the past, there has been inadequate planning and provision of bicycle infrastructure.

In order for cycling to play its role in achieving these goals, the New South Wales Government has developed Action for Bikes.

The plan follows extensive consultation with cyclists, local government, Government agencies and the broader community. The findings of this consultation are incorporated into Action for Bikes.

A ten year forward plan for the provision of cycle facilities and for the promotion of cycling has not been undertaken in New South Wales before.

Progress of Action for Bikes *will be reviewed annually. This will ensure that the best possible use of resources is applied to achieve the vision for cycling set out in this plan.*

Carl Scully MP
Minister for Roads
Minister for Transport

September 1999

4 Point Action Plan for bikes

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3. Improving personal and environmental health .. 14
4. Raising community awareness .. 15

Action for Bikes BikePlan 2010

A Plan to 2010

Action for Bikes sets out a costed, 10 year plan for the creation of a series of arterial bicycle networks across NSW. It is a $251 million program that will create an average 200 kilometres of cycleways across NSW per year. This plan puts in place a commitment to build off-road cycleways wherever practicable when new roads are built and to create off-road cycleways wherever possible. These new cycleways will connect people with their desired destinations.

A true network of cycleways

To promote cycling it is vital that a truly connected network of cycle paths is created to allow people to travel by bicycle. This will overcome past problems where the network has been fragmented and disjointed. The network will be developed with links to important destinations such as employment centres, education centres, retail areas and recreational venues. Innovative solutions, such as cycleways in rail corridors, are being implemented to overcome problems of the need for space for cycleway connections. This involves a co-ordinated approach with a number of Government agencies.

Safer cycling

To be accessible cycling should be safe. The NSW Government will emphasise safe cycling education, ensure that the design of cycleways provides safe conditions and promote the need for all users to share the road. This will reduce the annual number of deaths and serious injuries suffered by cyclists.

Improving health and the environment

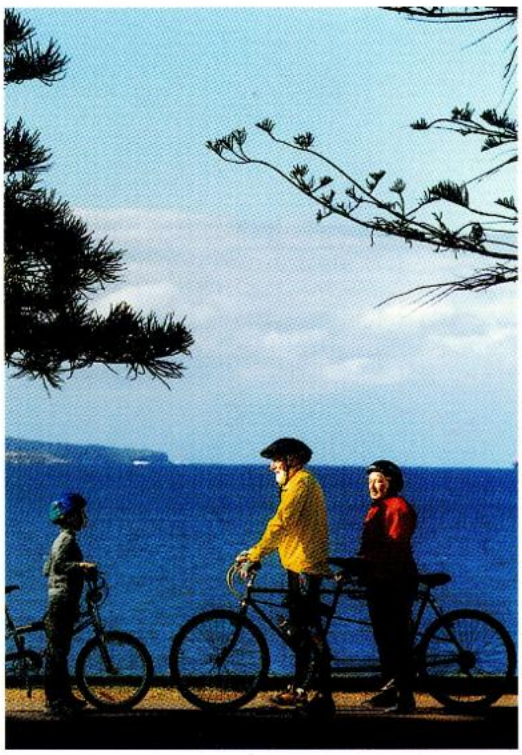
Cycling is both healthy for the cyclist and good for the health of the community. Through cycling the Government will encourage physical activity as a means of reducing heart disease and obesity. Cycling will contribute to the Government's aim of reducing emissions from motor vehicles, thereby improving air quality in NSW.

Raising community awareness

To realise the benefits to the community that cycling offers it is important that the State Government takes an active role in the promotion of cycling. This will involve encouraging the broader community to cycle, supporting the activities of bicycle users and providing appropriate cycling infrastructure.

A better future for cycling

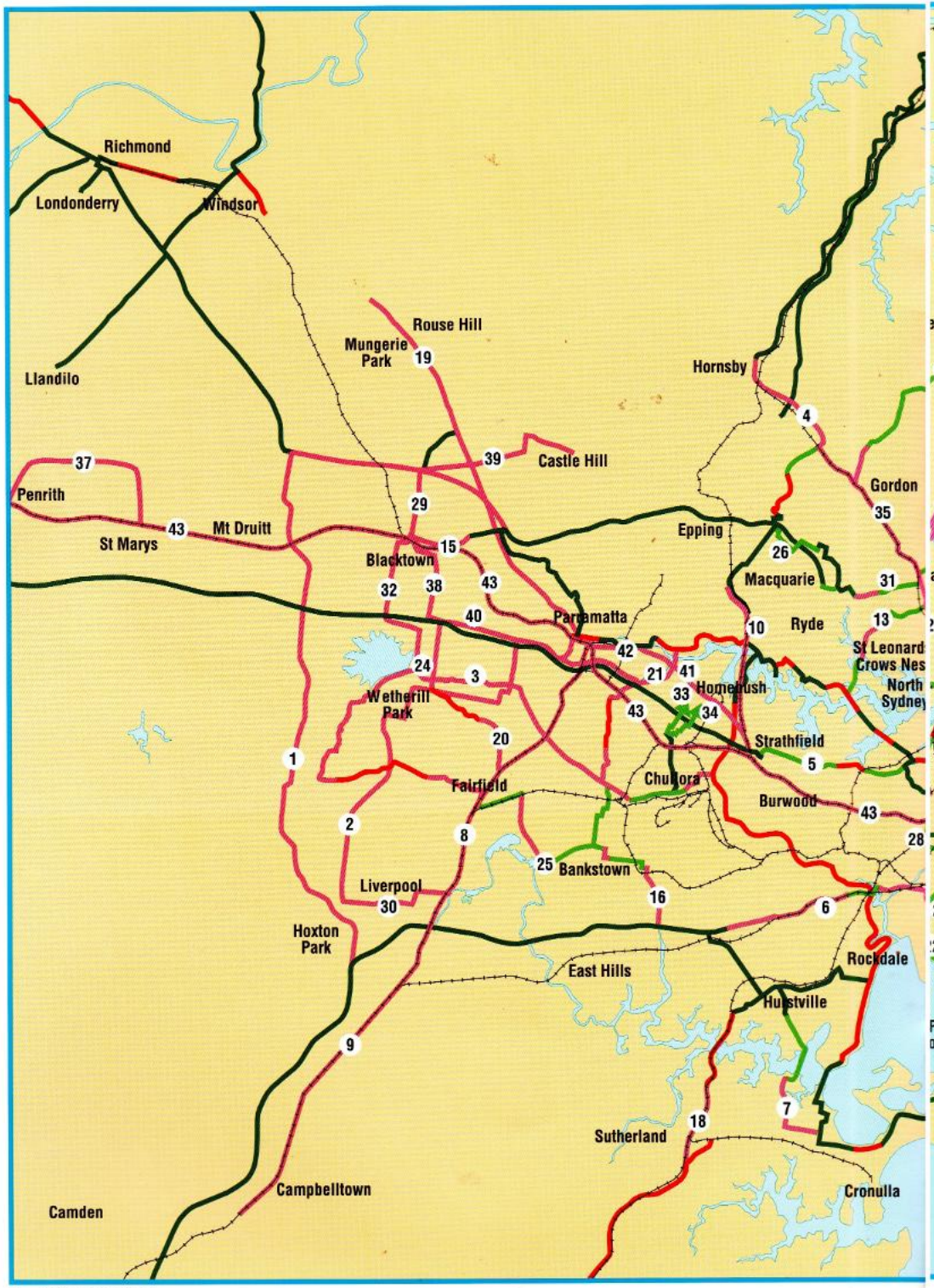
By creating accessible, safe cycling networks across NSW, by promoting the benefits of cycling, both to individuals and to the broad community, and by increasing awareness of cycling the Government aims to ensure that cycling is a viable form of transport and a widely enjoyed means of recreation.



Bike facts

- There are nearly 2 million bicycles in NSW
- Almost half the households in NSW have at least one bicycle
- In NSW almost 100,000 people use bicycles to get to work and about 160,000 students ride bicycles to school, college or university
- In Sydney over 11,000 people ride to work on a typical weekday. More people ride a bicycle to work than go by taxi
- In Newcastle 3% of workers ride to work. If the same proportion rode in Sydney, there would be about 25,000 fewer cars on the road

1. Improving the bike network



Bicycle Masterplan

This masterplan involves the expenditure of $251 million across NSW over a decade.

Building Sydney's bike network

This is what the principal bicycle network of metropolitan Sydney will look like in 2010. It is Sydney's bicycle masterplan. The result will be 420 km of major off-road cycleways and 214 km of major links on quiet streets. There will also be sealed road shoulders in semi-rural areas for experienced cyclists.

Projects underlined are under construction or under development.

Arterial bike network for longer journeys

1. Western Sydney Orbital (2007)
2. Bus Transitway, Hoxton Park - Parramatta (2003)
3. Bay to Mountains Cycleway via Holroyd (2006)
4. Hornsby - South Turramurra (2009)
5. Concord - CBD (2000)
6. Beverly Hills - Mascot (2002)
7. Hurstville - Cronulla (2008)
8. Rail Trail, Liverpool - Parramatta (2000)
9. Rail Trail, Campbelltown - Liverpool (2008)
10. Rail Trail, Eastwood - Concord West (2004)
11. Chatswood - Warringah Mall (2009)
12. Chatswood - Harbour Bridge (2004)
13. Chatswood - Gladesville (2005)
14. Harbour Bridge - Warringah Mall (2009)

Bike links between existing routes, to employment, retail, education, recreation and public transport

15. Blacktown - M2 (2004)
16. Bankstown - M5 (2006)
17. Harbour Bridge - Woolloomooloo (2005)
18. Loftus - Como Bridge (2008)
19. Bus Transitway, Parramatta to Mungerie Park (2010)
20. Wetherill Park - Fairfield (2003)
21. Duck River Cycleway (2007)
22. Airport - Eastgardens (2010)
23. Bondi Junction - University of NSW (2010)
24. Prospect - Wetherill Park (2003)
25. Bay to Mountains Cycleway via Bankstown (2001)
26. Macquarie University connections (2004)
27. Eastgardens - University of NSW (2006)
28. University of NSW - Sydney University (2006)
29. Parklea - Blacktown (2009)
30. Bus Transitway, Liverpool - Hoxton Park (2003)
31. Lane Cove - Chatswood (2008)
32. Prospect - Blacktown (2002)
33. Lidcombe - Homebush Bay via Hill Road (1999)
34. Lidcombe - Homebush Bay via Australia Avenue (1999)
35. Rail Trail, Chatswood - Turramurra (2010)
36. Gordon - Mona Vale (2010)
37. Bus Transitway, St Marys - Penrith (Stage 1 2003, Stage 2 2008)
38. Bus Transitway, Wetherill Park - Blacktown (2006)
39. Bus Transitway Blacktown - Castle Hill (2009)
40. Bus Transitway, Parramatta to Blacktown (2004)
41. Bus Transitway, Parramatta to Strathfield (2002)
42. Below M4 Viaduct (2002)
43. Rail Trail, Penrith to CBD (2010)
44. Mascot to Darlinghurst (2002)

KEY

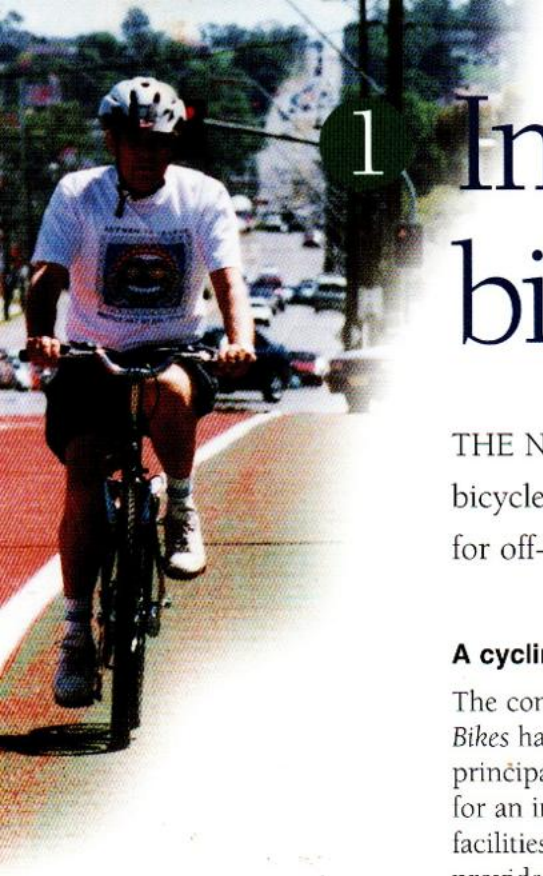
New bicycle facility

On road — Off road

Existing bicycle facility

On road — Off road

Existing railways



1 Improving the bike network

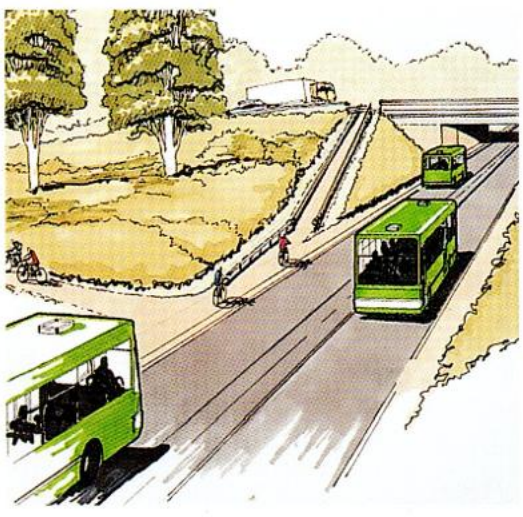
THE NSW GOVERNMENT WILL make comprehensive provision for bicycles in all new major road infrastructure projects with a strong preference for off-road cycling.

A cycling network

The consultation process for *Action for Bikes* has confirmed that one of the principal concerns of cyclists is the need for an integrated system of bicycle facilities – a bicycle network – that provides for safe, comfortable and connected travel by bicycle. Developing such a network is a major theme of *Action for Bikes*.

For rural and regional NSW this means making cycling an integrated part of new developments such as the upgrading of the Pacific Highway. It also means the development of major cycle links such as North Wollongong to Fairy Meadow, Warrawong to Kiama Heights, Birmingham Gardens to Myuna Bay, Lake Munmorah to West Gosford and San Remo to Budgewoi.

Within Sydney, the focus will be on the development of the major links shown in the map on pages 4-5, as well as the establishment of interconnecting regional networks in the regions. Within Sydney, 60% of the major links will be off-road.



A cycleway will be part of the new rapid bus-only transitway linking Liverpool and Parramatta. Similar cycle facilities will be provided on the other bus-only transitways to be developed.

Many of the above initiatives will be provided as part of major road construction works.

With these works in place, together with other bicycle facilities provided through Councils on a shared cost basis, a coherent and integrated bicycle network will emerge.

Rail trails

The innovative development of the Parramatta to Liverpool rail trail is a major current initiative. It will provide a 16.8 km cycleway along the rail easement, and have good flat grades with almost complete separation of cyclists from other traffic. Other rail trails will be developed through the co-operation of the rail agencies and the RTA, and negotiations are underway for the utilisation of some public utility easements.

On new construction

The Government will, as far as is practicable, provide cycling facilities as part of all major road construction. Cyclists will be considered throughout the design process, with preference for off-road cycleways wherever possible.

Provision has been made for an off-road cycleway in the Parramatta to Liverpool Transitway. As the Pacific Highway is upgraded it will provide for cyclists. This will generally take the form of a shared use 2.5 m wide shoulder, however where space and topography permit, it will be off-road, such as south of Coffs Harbour and between Macksville and Nambucca Heads.

Similar facilities will be provided where practicable on the Great Western Highway and the Princes Highway. Western Sydney Orbital will make off-road provision for commuter cyclists.

Other major current initiatives include cycleways in conjunction with the M4 between Auburn and Wentworthville, the Southern Cross Drive and the M5 East between Beverly Hills and Mascot.

On maintenance works

When major road pavement maintenance work falls due on roads identified as regional routes, simultaneous improvements for safe cycling are included – for instance, linemarking on wide kerbside lanes, signs and shoulder sealing.

The Government will take all available opportunities to retain and improve cycling facilities, including:

- the provision of wide kerb side lanes by line marking adjustments
- the provision of signs to support cycling facilities
- the installation of bicycle-safe grates at critical points
- the elimination of 'squeeze points', i.e. points on the roadway where the lane widths are too narrow for cyclists to ride safely adjacent to vehicles.

Informing cyclists of works in progress

At sites where maintenance or construction is underway, signposting, linemarking and traffic rearrangements will be implemented giving full consideration for the needs of cyclists.

Local Government

The map on pages 4-5 indicates the Sydney network of arterial cycleways which the Government proposes to develop.

Alongside this, the Government will continue to assist Councils across NSW, through joint funding, to develop their local bicycle networks to cater for shorter trips.

Bicycle parking

Bicycle networks will be integrated with bus and ferry interchanges and rail stations, to facilitate multi-modal trips. Bicycle storage facilities at these points and in other areas will be extended. These make longer journeys combining bicycles and public transport modes more convenient.

Taking bikes into account at train stations and ferry terminals will help to create an integrated transport system.

Local bicycle storage and parking

- The Government supports and funds the installation by Councils of bike facilities such as bicycle parking and storage facilities at railway stations, recreation venues, shopping centres and other major community facilities.
- The RTA provided funding for the installation by Councils of 693 bicycle parking facilities during the last two financial years, such as at Sydney CBD, Auburn, Rockdale, Marrickville, Merrylands, Penrith, Lane Cove, Dubbo, Wollongong University, Shellharbour and Queanbeyan.
- The Department of Transport has installed 462 secure bicycle lockers at 29 transport interchanges in the Greater Sydney Area including those at Emu Plains, Gosford, Penrith, Hornsby, Wollongong and Woy Woy stations as well as at Meadowbank, Parramatta and Rydalmere ferry wharves.

Traffic management

Cyclists have the same rights as other road users to use public roads, and the same responsibilities. The way in which traffic is managed will recognise the rights of cyclists.

Improved signage

Consistent signage for bicycle networks is progressively being applied. Wherever adequate bicycle facilities are provided, the placement of bicycle logos is encouraged to reinforce the rights of cyclists.

Working with local communities

The University of New South Wales found that a high proportion of its population would ride to the University if a safe network were identified and promoted. The University has had initial discussions with Randwick Council and the RTA to encourage the establishment of such a network.

In Castle Hill in Sydney's north-west the community has recognised that as well as having a high proportion of children in the local population, there are large numbers of people who work from home. The local community believes the bicycle is an ideal means of transport for these two demographic groups.

The NSW South Coast town of Moruya has recognised that its network of mainly recreational bike paths could form the basis of a more widespread cross town network.

Research and promotion

Promoting understanding of the need to provide bicycle facilities is an important task. The Government will:

- conduct research on bicycle facilities, bicycle use and cyclist compliance with the law
- provide seminars for local government and its own staff to inform them of the special needs of bicycles
- promote the need to improve bike facilities.

Bike access to the Homebush Bay Olympic site

In consultation with the cycling community, the Government is improving the bicycle network and how it serves Homebush Bay and the other Sydney Olympic competition venues. There are several accesses to the Olympic site at Homebush Bay.

- From the North via Ryde Bridge and the cycleways through Rhodes and Bicentennial Park. This will soon be improved by the recently commenced pedestrian/cyclist path on the old Rhodes to Meadowbank – John Whitton railway bridge.
- From the North-West via the Parramatta Valley Cycleway, Silverwater Road and Holker Street cycleways.
- From the West, for experienced cyclists only, via the M4.
- From the South from Auburn railway station and subsequently through to Hill Road by combination of on-road and off-road cycleways. Two other cycleways will also be provided between Lidcombe railway station and the Olympic site.
- From the East (from as far as the Sydney CBD) via the Parramatta Valley Cycleway.

Access for cyclists will also be provided at other venues including the Velodrome (Bankstown) and mountain bike racing venue (Western Sydney Regional Park at Abbotsbury).

By March 2000, cyclists using this section of the Parramatta Valley Cycleway will be able to travel over the Meadowbank railway bridge to reach the Homebush Bay Olympic site. This is to be constructed through the co-operation of State Rail, the Department of Urban Affairs and Planning, the RTA and Ryde and Concord Councils.

Making it happen

Building bicycle networks

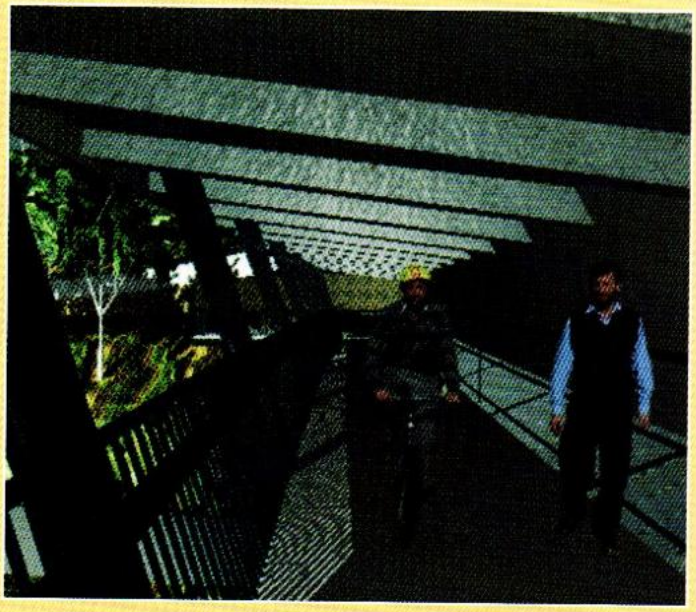
- Provide 200km of cycle facilities across NSW each year.
- Develop cycleways which focus on large employment generating areas and large educational centres.
- Integrate major cycleway proposals into local bicycle planning.
- Provide appropriate bicycle facilities, such as dedicated lanes, off-road routes, shoulders and wide shared lanes, as an integral part of new roadworks and relevant maintenance roadworks across the State.
- Support the provision of appropriate bicycle facilities, including racks and lockers, as an integral part of all new transport interchanges across the State.
- Support the development of a series of bicycle ways that will serve the tourism and recreation needs of cyclists in NSW.

Strengthening the funding and budgeting process

- Review the process of identifying priorities and allocating funding.
- Work closely with Councils in planning and developing cycle works.
- Explore private funding opportunities.

Raising awareness within the Government of the needs of cyclists

- Continue to promote awareness of cyclists' needs on maintenance and construction works to road designers and project managers within the RTA, other Government agencies and local government.
- Develop closer links with the Department of Transport, the Department of Urban Affairs and Planning, Police, public utility and transport corridor owners, National Parks and Wildlife Service, Tourism NSW and local councils.
- Develop and implement a targeted program of workshops for the RTA, Council staff and elected officials involved in bicycle planning.
- Continue participation with other State agencies in advancing the usage and promotion of cycling as an integral part of the transport system through national initiatives such as the National Bicycle Strategy, AUSTROADS activities and ARRB Transport Research Limited.



Major improvements to NSW cycle facilities

On major links

Provide cycle shoulder facilities on major new works:

1. Hume Highway to the Victorian border.
2. New England Highway.
3. Pacific Highway.
4. Newell Highway.
5. Great Western Highway and Mitchell Highway, Sydney to Orange.
6. Princes Highway.
7. Continue to develop the Coastline Cycleway.

8 Major Newcastle works

Raymond Terrace to Woy Woy.
Adamstown to Nelson Bay.
Birmingham Gardens to Myuna Bay.

9 Major Central Coast works

Lake Munmorah to West Gosford.
San Remo to Budgewoi.
Long Jetty to Wyong.
Erina to Terrigal and Kincumber.

10 Major Illawarra works

Sutherland to Bulli Tops.
Bulli Tops to Wollongong.
North Wollongong to Fairy Meadow.
Warrawong to Kiama Heights.
Kiama to Nowra.

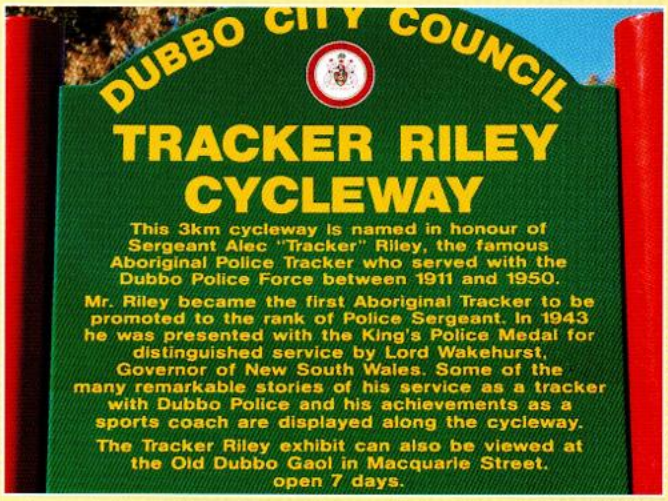
In major rural cities

Extend cycle facilities in:
Albury, Armidale, Ballina, Bathurst, Bourke, Brewarrina, Broken Hill, Coffs Harbour, Cooma, Deniliquin, Dubbo, Goulburn, Grafton, Griffith, Lismore, Moree, Mudgee, Nelson Bay, Nyngan, Orange, Port Macquarie, Queanbean, Tamworth, Taree, Tweed Heads, Wagga Wagga, Wellington, Wentworth, Yass.

In rural areas

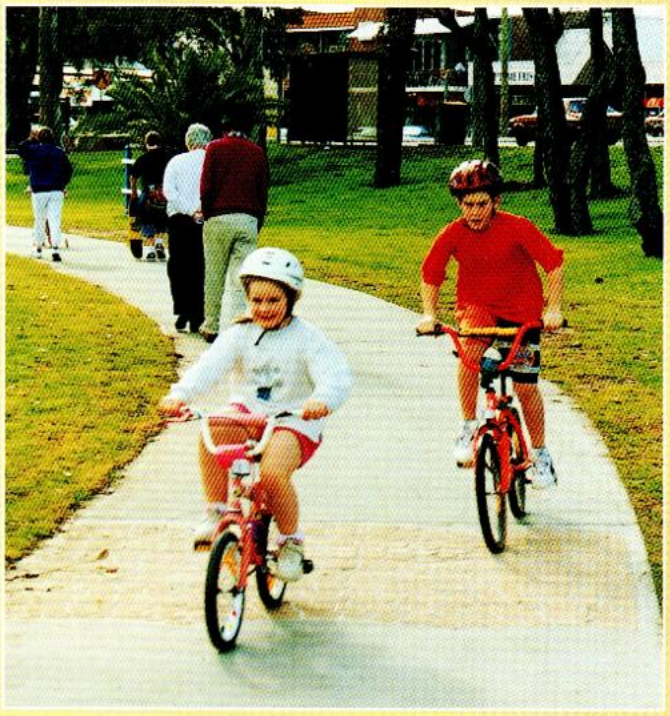
Cycle funding will be provided across the State for councils on a 50-50 shared basis.

Cycling across the State


DUBBO CITY COUNCIL
TRACKER RILEY CYCLEWAY
This 3km cycleway is named in honour of Sergeant Alec "Tracker" Riley, the famous Aboriginal Police Tracker who served with the Dubbo Police Force between 1911 and 1950.
Mr. Riley became the first Aboriginal Tracker to be promoted to the rank of Police Sergeant. In 1943 he was presented with the King's Police Medal for distinguished service by Lord Wakehurst, Governor of New South Wales. Some of the many remarkable stories of his service as a tracker with Dubbo Police and his achievements as a sports coach are displayed along the cycleway.
The Tracker Riley exhibit can also be viewed at the Old Dubbo Gaol in Macquarie Street. open 7 days.

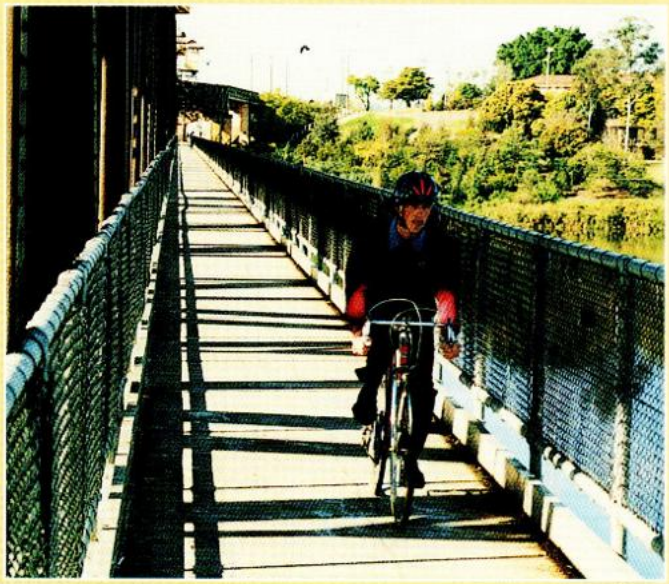
Dubbo Cycleway

Officially opened on 20 June 1997, the Tracker Riley off-road cycleway runs from the centre of Dubbo along the Macquarie River to Dubbo Zoo, one of the State's most popular attractions. It serves the needs of commuting and recreational cyclists, as well as serving tourism. The cycleway was constructed on a dollar for dollar basis with Dubbo City Council.



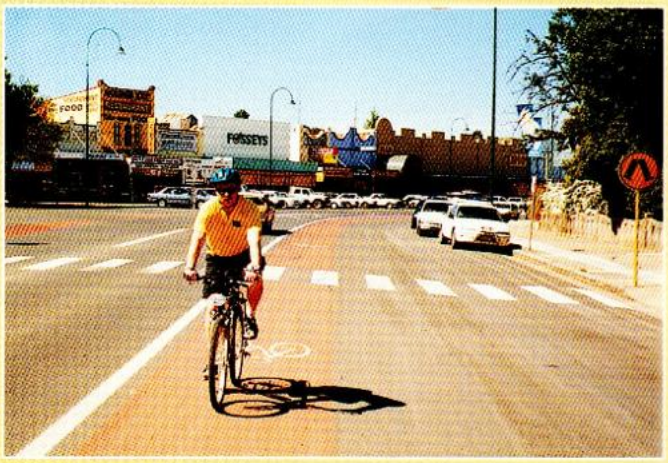
Lake Macquarie

The Warners Bay to Spears Point off-road cycleway, together with the Marmong Point route, provides a 7.5 km off-road route for cyclists and pedestrians along the Lake Macquarie foreshore. It is a good example of separating cyclists from road traffic and reducing the incidence of cyclist accidents and injuries. It was designed, developed and funded in co-operation with Lake Macquarie Council.



Grafton Rail Trail

A new Grafton cycle link was opened in September 1998. Previously, cyclists using the cycleway on the Grafton Bridge had to ride up a steep slope before rejoining the heavily trafficked Bent Street. With the new link, which incorporates a cycleway and footpath into a major rail bridge, cyclists have a safer ride and no longer have to use the busiest section of Bent Street. The new link also connects the southern end of the cycleway on the Grafton Bridge to the railway station in South Grafton.



Making connections in Wellington

The RTA funded the demonstration Wellington Bicycle Project and is monitoring its performance. The project will encourage other rural Councils to follow Wellington's example.

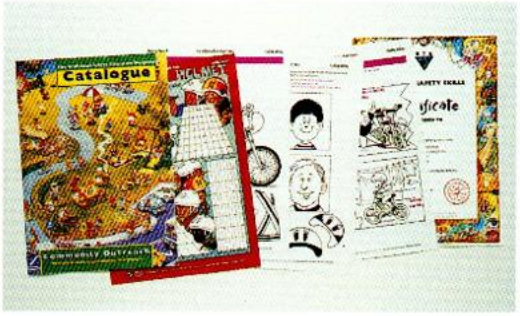
The Wellington bicycle network connects the town centre, local schools, sporting facilities, tourist attractions and other venues. It makes use of innovative coloured pavement to delineate on-road bicycle paths, wide road shoulders and shared off-road paths. The cycleways are used by school students, workers, shoppers and for recreation. The cycleways also connect with Wellington Caves for tourism.

2 Making it safer to cycle

THE NSW GOVERNMENT UNDERSTANDS that improving people's safety and security will encourage them to cycle more often. The Government aims to cut serious injuries to cyclists.

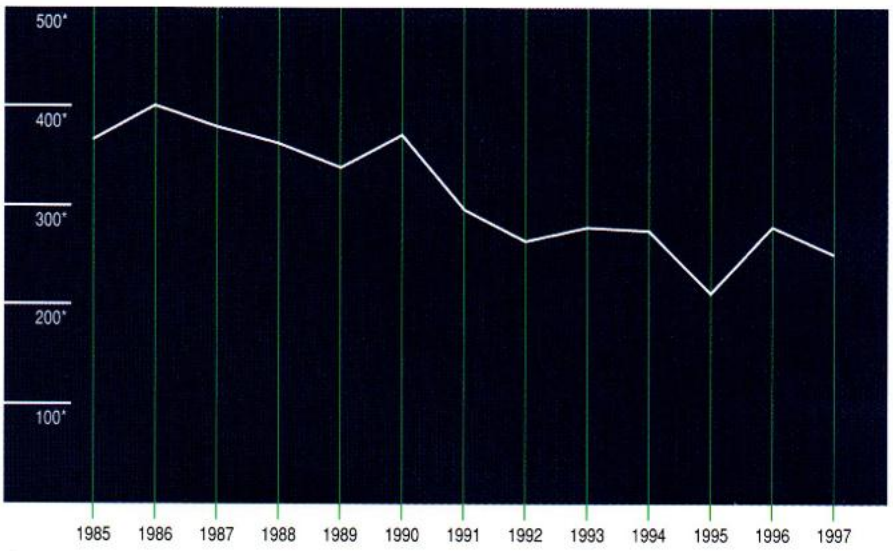
Cyclists are more exposed to injury compared with the occupants of motor vehicles. Even collisions at low speeds with motor vehicles are of concern to cyclists. Children and teenagers, for whom cycling is an important and frequent mode of transport, are particularly vulnerable. The introduction in residential areas of 50kph zones would assist many children.

'Road rage' on the part of some motorists may result in open hostility to cyclists.



The catalogue and range of educational leaflets are available for free by phoning (02) 9311 9999.

FEWER BICYCLE FATALITIES AND SERIOUS INJURIES IN NSW



* Serious casualties = fatalities + serious injuries
(Source: RTA (1998) Road Traffic Accidents in New South Wales)

Bicycle safety education

As the lead agency for road safety in NSW, the RTA will extend the promotion of safe riding and responsible behaviour by cyclists and other road users. The Government will continue to promote road safety for cyclists through a range of initiatives.

- Sponsor the annual statewide Bike Week.
- Assist local government Road Safety Officers to provide bicycle support to local communities.
- Encourage the correct fit of helmets and the correct wearing of helmets.

A special effort will continue to be made to educate children about road safety. In conjunction with education agencies and the Police, the Government will extend programs such as:

- school road safety programs
- school vacation road safety programs
- bicycle education for children via Community and Road Education Scheme (CARES) centres and Police and Community Youth Clubs.

Bicycle safety is also part of the Street Sense school education program.

Bicycle safety programs

The Government will continue to promote bicycle safety through:

- undertaking statewide bicycle safety and responsible road user campaigns
- preparing bicycle safety education resources
- supporting the National Bicycle Strategy.

Improving intersections

Some traffic arrangements cause difficulties for cyclists. These arrangements are being progressively reviewed. It is proposed to amend motor traffic regulations to allow the installation of bicycle lanterns in some traffic control signals. Ways of improving bicycle detection at signalised intersections are being examined.

Fewer accidents

There has been a downward trend in reported accidents including cyclists. The number of cyclist 'serious casualties' fell from around 400 per year to around 250 during the period from 1985 to 1997. Continued research is needed to ensure that the downward trend continues.

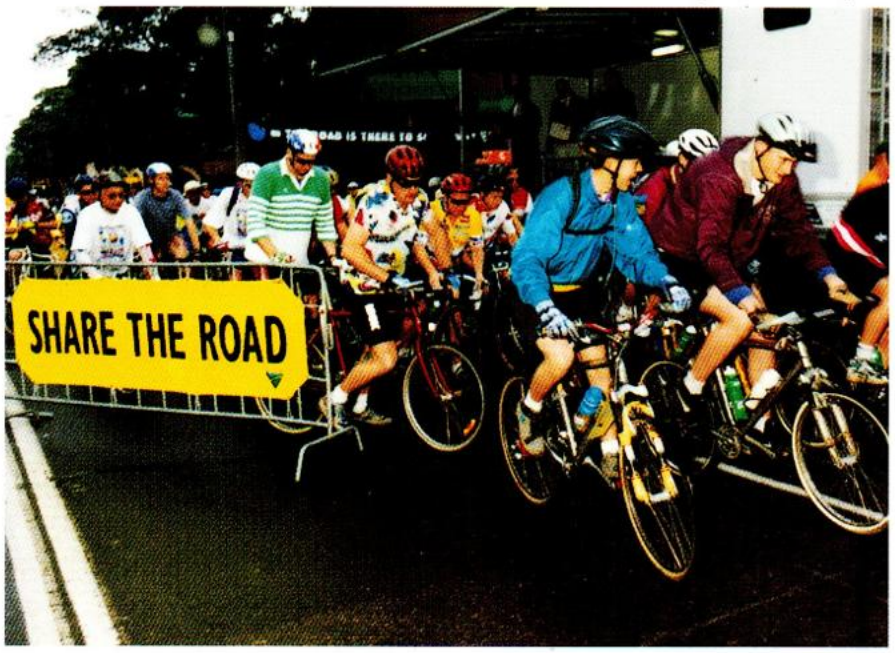
Sharing the Road

The NSW Government will continue to give the message that the road is for all to share. Sharing the Road is a major public education campaign addressing issues such as:

- motorists not seeing cyclists on the road
- drivers opening car doors without looking
- cyclists not giving hand signals to indicate what they intend to do
- cyclists not stopping at STOP signs and red lights.

Bike-safe infrastructure

The RTA develops, reviews and monitors technical guidelines and standards relating to bicycles and cyclists generally and, where necessary, makes recommendations for changes to ensure that they meet safety standards.



Sharing the Road encourages cyclists and motorists to respect the rights of all those who use NSW roads.

Bicycle couriers

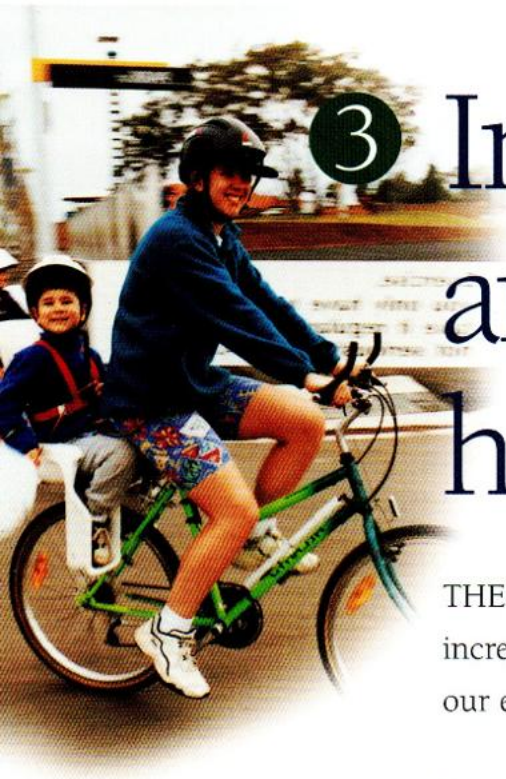
Bicycle couriers are an important part of the economy of Sydney's central business district, ensuring a speedy delivery of urgent legal and business documents. By its nature, the industry has rigorous timeframes imposed upon it, however, it is important in complying with these that all road users, including cyclists, obey the road rules. In addition, pedestrians and fast moving bicycles do not mix and all cyclists need to exercise care in areas of large pedestrian movements, especially in the presence of children or the elderly. A special Police bicycle unit is now operating in the CBD, working with bicycle couriers to ensure that everyone can get around the city in safety.

Continuing to install bicycle friendly grates at gully pits will improve road safety conditions for cyclists.

Making it happen

Improving safety for cyclists

- Reduce the annual number of serious cyclist injuries.
- Implement media campaigns addressing bicyclist safety.
- Provide ongoing bicycle safety training in schools.
- Monitor road safety statistics relating to cyclists.
- Develop, review and monitor relevant legislation and regulations.
- Develop and support a community bicyclist skills program.



3 Improving personal and environmental health

THE NSW GOVERNMENT PROMOTES the understanding that the increased use of bicycles can improve the health of individuals and our environment.

RTA Cycle Sydney is a cycle trip along Sydney streets and cycleways held on the first Sunday of every Bike Week in September. More than 4,000 riders participate.

Personal health

Physical inactivity is recognised as an important risk factor for health. Physical activity can contribute to prevention of all of the current National Health Priority Areas, including cardiovascular disease, mental health, cancer and injury, especially in older people.

The use of bicycles contributes to the personal health of the population of NSW. The Government considers it important to promote cycling as a health initiative and to promote community understanding of the opportunities for bicycle use.

Cycling not driving

Bicycles can be a viable alternative to the car for middle distance trips and an efficient alternative for short trips.

In supporting cycling, and connecting it with public transport, *Action for Bikes* supports the aims of *Action for Transport 2010*, especially reducing vehicle kilometres travelled (vkt) by car and developing a fully integrated transport system.

Contributing to community and environmental health

Air quality has improved in Sydney over the last few decades. Further improvement in air quality for NSW, particularly in the Greater Sydney Metropolitan Area, can be made by reducing demand for car travel. Bicycle travel is one of the means that can reduce the demand for motor vehicle travel and consequently, reduce vehicle emissions.

Support for cycling and walking is a key part of the Government's 25 year air quality management plan, *Action for Air*, and of the *National Greenhouse Strategy*.

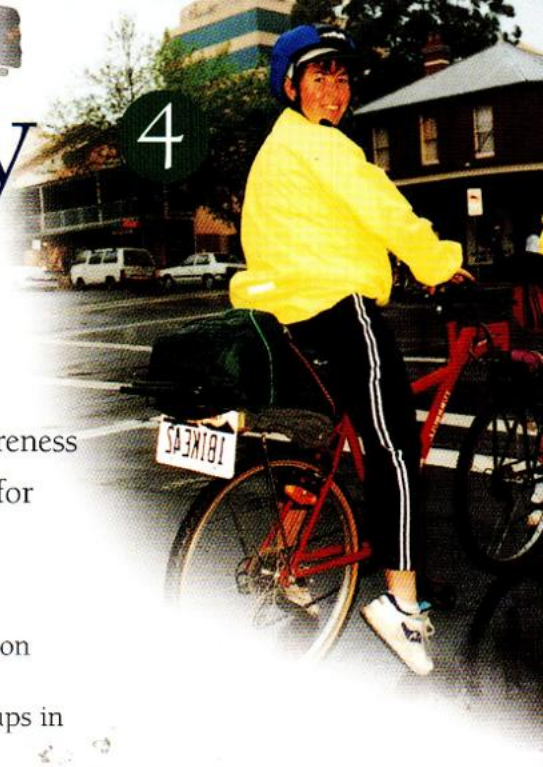
Moreover, increased bicycle travel contributes to the environmental quality of our streets and neighbourhoods, by making them quieter and enhancing quality of life.

Making it happen

Improving fitness and health

- Contribute to the reduction of air emissions from the vehicle fleet by increasing the Statewide use of bicycles.
- Develop quality infrastructure, opportunities and services to support cycling as a physical activity as part of health initiatives such as Active Australia.

Raising community awareness



THE NSW GOVERNMENT WANTS to continue to increase public awareness and education about bicycles and community involvement in planning for the provision of bicycle facilities.

Raising public awareness

The RTA has provided a series of seminars to local government officers and councillors on current bicycle issues, including facility funding, cyclist safety and bike plan development and implementation. The RTA continues to promote the development of bicycle networks and other facilities by local government and the NSW community.

The RTA has developed a series of cycleways maps for Sydney which will be updated on a regular basis. These maps increase awareness of the opportunities for safe cycling. The maps have been extended to Newcastle, the Central Coast and Illawarra, and information on the maps improved.

Increasing community involvement

The RTA will involve the community in the development of bicycle facilities by:

- encouraging councils to consult communities in the development of local bike plans and educational programs
- seeking input from stakeholders on bicycle and cycling safety
- consulting with bicycle user groups in the identification and continued development of bicycle networks
- consulting with bicycle user groups in relation to bicycle needs on new roadworks and maintenance programs.

A series of brochures promote safe cycling to riders and motorists. Free copies are available by phoning 1800 060607.

Making it happen

Raising community awareness

- Advocate the needs of cyclists to all three levels of Government.
- Continue to develop and publish cycleways maps.
- Continue to conduct Bike Week.
- Continue to sponsor events through Councils and others.
- Promote cycling at retail outlets and registries.
- Establish and maintain a close relationship with major user groups.
- Develop and implement methods to obtain data on bicycle usage.

Cycleways maps are available for Sydney, Newcastle, Central Coast and Illawarra. Free copies can be obtained by phoning Freecall 1800 060607.

Action for Bikes

To help make cycling a viable travel alternative, the NSW Government is committed to improving facilities for cyclists and making it safer to cycle.

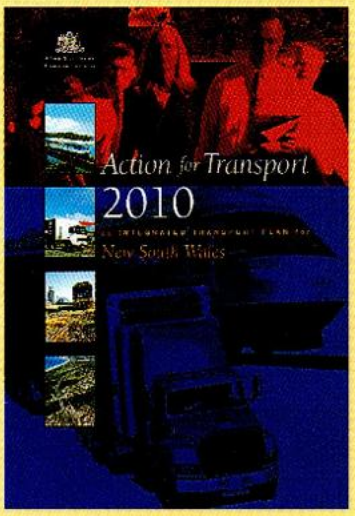
Action for Bikes is a four point plan describing a wide range of actions that will be taken to achieve these goals.

Implementing *Action for Bikes* will involve extending the bicycle network, improving bicycle facilities, making it safer to cycle, improving personal health and raising community awareness of cycling.

To get your copy of *Action for Bikes: BikePlan 2010* –

- Phone 1800 06 06 07
- Fax (02) 9218 6738
- Email bicycles@rta.nsw.gov.au
- Internet www.rta.nsw.gov.au

Action for Bikes is one of the key actions in *Action for Transport 2010*.



Action for Transport 2010 - An Integrated Transport Plan for NSW is a transport plan for the State to 2010 and beyond. The State Government has also published a transport action plan for Sydney.

To get your copy of the Action for Transport 2010 Plan:

- Phone 131 500
- Fax (02) 9218 6950
- Email Transport2010@transport.nsw.gov.au
- Internet www.transport,nsw.gov.au

A New South Wales Government initiative

ISBN 0 7313 0058 0 RTA/CCU99.021